

RAIL

Canada's two major railways publish rates on any movement, but rail transportation economics in Atlantic Canada result in rate levels that are satisfactory primarily to very large volume shippers of bulk products such as ore concentrates, woodpulp and newsprint. A survey of Atlantic Canada shippers and transportation experts in the region indicates that even for other low value commodities (such as potatoes and peat moss), where transportation costs represent a high percentage of the final delivered price of goods into the United States, rail rates are offered but still cannot compete with road transport.

Basically, freight other than bulk resources does not move into the United States from Atlantic Canada by rail. Shippers in the region should also be aware of the following limitations of rail transport.

- Minimum shipment sizes of generally 100,000 lb. or larger are required and no part loads are carried.
- U.S. bound Atlantic Canada rail freight is routed over points in Ontario and Quebec increasing transit times.
- Canadian railways do not permit the sending of their mechanical refrigerated cars into the U.S. which eliminates the rail option for many Atlantic Canada shippers of products requiring temperature control.
- Newfoundland rail freight moves in containers to Nova Scotia or Ontario/Quebec and if the goods are to move into the United States, the containers must be unloaded at Canadian transfer points and the goods reloaded into the equipment of an interline carrier, incurring extra handling charges, delays and exposure of goods to damage.

Although rail transportation is not generally appropriate for transporting exports to the United States of Atlantic Canada shippers, phone numbers of CN Rail and CP Rail for the locations in which they operate are provided on pages 64 and 65, because as multimodal transportation organizations they may still be able to assist you with your movement.

MARINE - FERRY

Ferry services in Canada are considered as extensions of the highway network. The ferry services do not solicit freight from shippers. Rather, it is the motor carrier who uses the ferry as a conveyance for part of the journey. Locations, phone numbers, and service descriptions of the several ferry services in Atlantic Canada are provided on pages 65 to 67 to familiarize you with sailing schedules and service constraints which may help you to tell your selected motor carrier when to pick up goods from your plant. However, the responsibility of selecting a ferry service and/or meeting a particular sailing